The overall fall in BDI from July, 2008 to November, 2008 works out to a fall of 90.78%.

With reference to Tanker sector the Baltic Dirty Tanker Index as on 1st July, 2008 was 1866 and as on 28th November, 2008 was 1073, a drop of 42.5% during this period. The Baltic Clean Tanker Index figures prevailing for the same dates are 1454 and 880 respectively, a drop of 39.48%.

The chemical market especially Easychems *viz.* Benzene, Toluene, Xylene too has softened by about 10-15% especially in the East of Suez Markers.

(c) The decrease in freight charges is on account of the following reasons:

(i) The financial crisis which originated in United States of America and has spread to Europe and other countries is having an effect worldwide. China, a major engine for growth, has a large stockpile of iron ore and coal. Construction in China has come to a standstill and as a result steel demand has dropped steeply.

(ii) The prices of major traded commodities, for example, iron ore, steel, other ores, metals etc. have collapsed due to lack of demand, primary industries have been affected the most and the slump in demand and high inventory of raw materials of these industries has resulted in trade in these commodities coming to a standstill.

(iii) Trade has also been hampered by the lack of confidence between Banks from whom the Letters of Credit are routed.

(iv) the export of iron from India has virtually come to a standstill due to pricing issues and a reduction of demand in China.

(v) The competition is fierce which is putting heavy pressure on freight rates.

Subsidy to ship building industry

†1192. SHRI RAJ MOHINDER SINGH MAJITHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that subsidy to the ship building industry was being provided by Government till last year;

(b) if so, for how many years this subsidy was being provided and the average amount which was being given annually; and

(c) the number of Indian families who had been provided with employment in this industry and the total cost of production made annually?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. Shipbuilding Subsidy Scheme has been in vogue since the year 1971 in different formats for Public Sector shipyards. The shipbuilding Subsidy Scheme has been extended on 25th October, 2002 by the Government to all the shipyards, including private sector shipyards, which has expired on 14th August, 2007.

†Original notice of the question was received in Hindi.

The details of the amount of subsidy given by the Government in respect of the last shipbuilding subsidy scheme *i.e.* from the year 2002 to 2007 is as follows:

(Rupees in Crores)

Cochin Shipyard Limited

Year	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Amount	25.36	10.00	15.00	51.00	70.00	120.00

Hindustan Shipyard Limited

Year	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Amount	Nil	Nil	Nil	50.53	40.52	42.23

Alcock Ashdown (Gujarat) Limited

Year	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Amount	Nil	Nil	Nil	Nil	Nil	7.73

ABG Shipyard Limited

Year	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Amount	Nil	Nil	Nil	Nil	Nil	19.28

The total amount of subsidy which was being given annually to the shipbuilding industry in the last five years is as follows:

Year	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008
Amount	25.36	10.00	15.00	101.53	110.52	189.24

The average amount of subsidy paid during the last six years is Rs.75.27 crores.

(c) The number of Indian families who had been provided with employment in shipbuilding industry is as follows:

Name of Shipyard	No. of employees (both direct and indirect)
Hindustan Shipyaard Limited	5800
Cochin Shipyard Limited	4500
Private Sector Shipyards	100,200

In addition, several times this number get employed in ancillary industry.

The details with respect to the total cost of production during the year 2008 are as follows:

Name of Shipyard	Total Cost of Production (2007-2008).
Hindustan Shipyard Limited	425.88
Cochin Shipyard Limited	591.59

Petrol pumps as road safety hazards on highways

1193. MS. MABEL REBELLO:
SHRI B.J. PANDA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the Centre proposes to shut down hazardous petrol pumps on highways;

(b) whether a survey has been conducted to identify such pumps which pose a road safety hazard;

(c) if so, the details thereof;

(d) whether the Centre also proposes to provide facilities for food plazas, resting places for drivers and clean toilets at filling stations on the highways; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) Yes, Sir.

(b) and (c) Identification of such pumps which are not conforming to the Ministry's safety requirements, are being done on a continous basis. Hazardous Retail Fuel Outlets are proposed to be de-energized.

(d) and (c) According to the policy of this Ministry, it is not mandatory to provide such facilities at filling stations. However, such facilities are being, encouraged by way of developing way-side amenities through private participation.

Toll tax

†1194. SHRI SHIVANAND TIWARI: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a proposal is under consideration of Government to increase the amount of toll tax on the vehicles using the highways, bridges and by-passes;

(b) if so, the outlines of this proposal; and